



City of Albuquerque

Legislative File Number R-05-382 (version 1)

CITY OF ALBUQUERQUE SIXTEENTH COUNCIL

Establishing City Policy For The Montano River Crossing; Calling For The Recommendations Of The HPE Engineering Study To Be Adopted As The Policy Of The City Of Albuquerque.

CITY OF ALBUQUERQUE SIXTEENTH COUNCIL

WHEREAS, the Second Judicial District Court, County of Bernalillo, State of New Mexico issued a preliminary injunction preventing the City of Albuquerque from reconfiguring Montano to a four lane configuration until the City Council Determines that it has met any and all requirements of City resolutions and other City Policy; and

WHEREAS, in Bill No. R-05-216 (Enactment R-010-2005), the City of Albuquerque called for, and provided funds to conduct, “an evaluation of lane options for Montano, including High Occupancy Vehicle lanes and bus lanes. This evaluation [would] consider the relationship of a reversible lane on the Montano Bridge with the design, operation, and signalization of Montano Road and the Montano Road and 4th Street Intersection”; and

WHEREAS, a City of Albuquerque Selection Advisory Committee issued a Request for Proposal and selected HPE, Inc. to conduct a Transportation Alternatives Analysis Report pursuant to Bill No. R-05-216; and

WHEREAS, the City of Albuquerque has received the report from HPE, Inc. including its analysis of lane options for Montano and recommendations for the design of the Montano Road and river crossing; and

WHEREAS, HPE, Inc. report recommends two unrestricted traffic lanes and one permanent reversible High Occupancy Vehicle / Transit lane on the Montano bridge and roadway, which is consistent with the originally adopted Council policy as contained in Bill No. R-306 (Enactment No. 103-1995); and

WHEREAS, Wilson and Company was contracted to provide technical assistance to HPE, Inc. in the performance of HPE's analysis; and

WHEREAS, the City of Albuquerque's policy regarding the Montano Bridge and corridor, as contained in Bill No. R-04-204 (Enactment No. 067-2005) is that the

Mayor shall “complete all required procedures and satisfy all requirements” before determining the future use of the facility; and

WHEREAS, the City of Albuquerque's policy regarding the Montano Bridge and corridor, as contained in Bill No. R-04-204 (Enactment No. 067-2005), does not mandate four driving lanes, nor does it specify whether the driving lanes shall be unrestricted use lanes or High Occupancy Vehicle / Transit restricted lanes; and

WHEREAS, a number of critical milestone decisions must be made prior to changing the capacity of the Montano Corridor from the present design of 2 lanes, including but not limited to: the Mid Region Council of Governments must agree to add a reconfigured Montano corridor to the Metropolitan Transportation Plan; the U.S. Army Corps of Engineers must act on the City of Albuquerque's requested modification of the 404 Permit to expand the capacity of the facility from 2 to 4 lanes; the New Mexico State Historic Preservation Office must respond to the request to modify their Memorandum of Understanding with the U.S. Army Corps of Engineers limiting the roadway to 2 lanes between Rio Grande Boulevard and the Montano river crossing.

BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF ALBUQUERQUE THAT:

Section 1. All City actions regarding changing the utilization of Montano Road between Second Street and Coors Boulevard must occur subsequent to and be consistent with the determinations of the Mid Region Council of Governments, the U.S. Army Corps of Engineers, the State Historical Preservation Office, the Second Judicial District Court, and other required actions. No action that would effectively change the number of driving lanes and specify their use shall be undertaken by the City of Albuquerque prior to these determinations.

Section 2. Consistent with recommendations of HPE, Inc., and subject to the appropriate agency approvals, the Montano Crossing and facility between Coors Boulevard and 4th Street shall be limited to no more than two lanes with unrestricted use (except for the truck weight limitation as provided in the Corp of Engineers' 404 Permit) and one reversible direction lane which shall be reserved for restricted use by High Occupancy Vehicles and Buses.

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